

LAUNCESTON GATEWAY PRECINCT MASTER PLAN

Northern Tasmania



Location:

- The Launceston Gateway Precinct is in Northern Tasmania, 15 minutes drive from the City of Launceston
- The Precinct covers 300 ha and includes the Launceston Airport, the TRANSlink business, transport and industrial precinct and Western Junction Rail node
- It is 2 hrs by road to all other major Tasmanian centres, approximately 50 mins by air to Melbourne and approximately 1 hr by road to the deep water Port of Bell Bay



Launceston Airport:

Growth Opportunities:

- Launceston airport is a key regional economic contributor employing 375 people.
- The airport is being redeveloped to accommodate significant projected growth

Pax

- Increasing passenger numbers which are now approaching 1.3 million annually. Projected to be 1.55 million by 2020 and 2.49 million by 2035
- Planning to accommodate increased air access/frequency. Will also help facilitate Tasmanian Government tourism target of 1.5 million visitors by 2020



Launceston Airport (continued):

Growth Opportunities:

Air Freight

- Significant recent airport investment in enhanced air freight infrastructure (freight apron and warehousing)
- Underutilised “belly” space on passenger aircraft and surplus capacity on overnight air freighter present freighting opportunities
- Actively seeking increased air freight to underpin sustainable air routes. Air currently makes up less than 2% of the total Tasmanian freight uplift

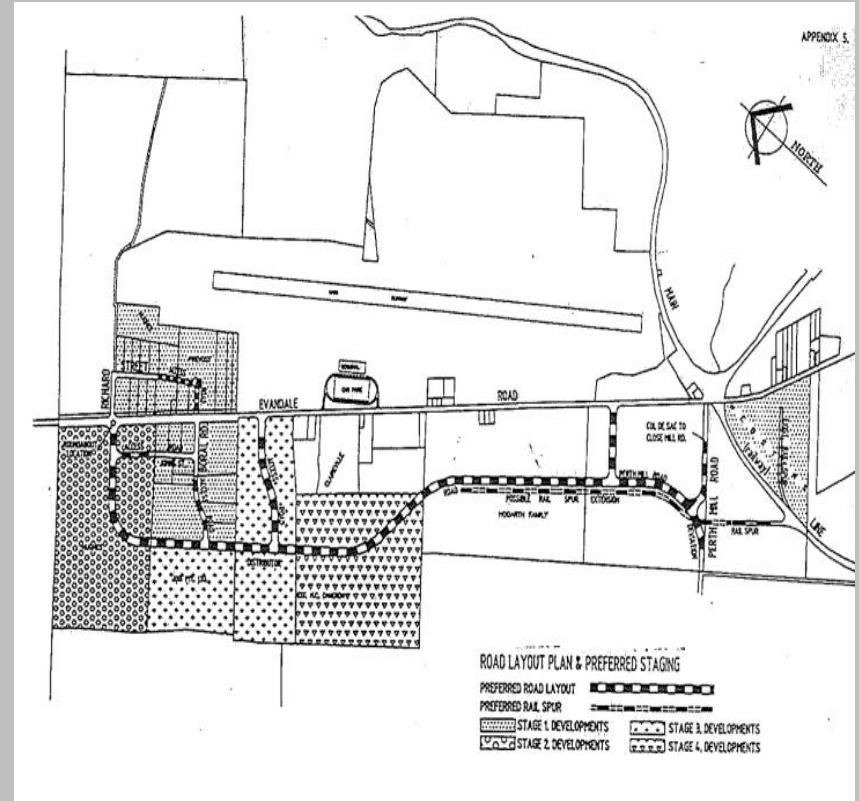
Landside Development

- Landside areas of approximately 7.5 ha which provide opportunities for retail, commercial, light industrial, transport and warehousing activity



TRANSlink Precinct:

- A rapidly developing high quality business, transport and industrial precinct, home to close to 60 businesses and growing
- Regionally significant industrial precinct (NTILUS 2014)
- Northern Tasmania Industrial Land Use Strategy
- 170 ha highly suited to export orientated industries, transport and warehousing
- 65 hectares ready for immediate development, most lots over 2000m² flat and fully serviced
- Further 90 ha available in defined expansion area and an additional 130 ha earmarked for future investigation



TRANSlink Precinct (continued):

- Separation from residential areas allows 24/7, just-in-time activity
- B-double access
- Water, power, sewerage, NBN
- User friendly planning system to expedite development approvals
- Highly competitive property rates and fee schedules
- Co-location benefits and supply chain efficiencies
- Major tenants include SRT Logistics, Statewide Independent Wholesalers, Crisp Brothers / Haywards, TasFreight, Vos Constructions



TRANSlink Precinct Businesses – June 2015:

- Business Number – 60
- Combined Number of Employees – 1,254
- Businesses:
 - Haywards Steel Fabrication & Construction – fabrication, construction, crane hire, industrial painting and sand blasting. 100 employees
 - Statewide Independent Wholesalers – supplier frozen, chilled and dry groceries to over 300 retailers. 383 employees
 - SRT Logistics – refrigerated transport, dry groceries, logistics products. 60 employees
 - All Asset Logistics – freight and transport. 3 employees
 - Freshline Marketing & Catering – fruit and vegetable wholesaler. 25 employees



TRANSlink Precinct:

Opportunities:

- Accessing underserviced domestic markets (QLD, NT, WA) for high-end perishable produce
- Processing raw material in Northern Tasmania prior to air freighting (palletising and packaging on-shore)
- Accessing Asian markets/tables (via Melbourne Tullamarine) with high-end produce (including seafood)



TRANSlink Precinct (continued):



Influences:

- Significant ongoing development in the TRANSlink precinct, particularly in logistics, warehousing/refrigeration, distribution facilities, manufacturing/food processing
- Central location to major agricultural production, including substantial investment in irrigation. The estimated value of agricultural output in the Northern Midlands is \$120 million annually
- Potential for freight/logistics companies to relocate from central and suburban Launceston to free up land for commercial/retail and residential development



Influences (continued):

TasRail:

- Recently introduced new rolling stock
- Recently commenced ongoing program of rail upgrades including extensive sleeper replacement

TasPorts:

- Consolidating operations in Burnie
- Continue efforts to maintain Bell Bay
- Recent push for container port development at Bell Bay
- Linkage to Midland and Bass Highways – direct road routes to all major sea ports (Hobart 2 hours, Burnie 1.5 hours, Devonport 1 hour and Bell Bay 1 hour)



Project Description:

The Master Plan will:

- Align with and identify ways of realising Launceston Airport's aspirations for passenger and air freight growth
- Secure the TRANSlink Precinct as Northern Tasmania's pre-eminent freight and logistics precinct
- Coordinate linkage of air and rail access to the national highway network
- Investigate a rail modal interchange at the junction of the Western and Main lines
- Support phased upgrading of Evandale Road south from the Midland Highway junction to Leighlands Road and the upgrading of Leighlands Road from Evandale Road south to the Midland Highway



First Step – Freight Demand Analysis:

Purpose:

- Establish an evidence base to support development of a master plan for the Gateway precinct
- To inform decision making by public or private entities about whether to proceed to a full business case development for potential infrastructure, enterprise or other investments either at the Gateway precinct or at locations that might feed freight into or receive freight from it.

Outputs:

- Audit current freight task
- Identify/quantify potential freight task



Second Step – Development of Launceston Gateway Precinct Master Plan:

Project Description:

- The Launceston Gateway Precinct Master Plan is a multi-stakeholder, collaborative initiative, identified as a priority in the Greater Launceston Plan

Objective:

- To develop an overarching development strategy for Launceston Airport, TRANSlink precinct and associated road and rail infrastructure that facilitates economic growth in Northern Tasmania for the long term



Third Step – Business Case – Identified Opportunities:

- Centrally located food processing facilities with warehousing, refrigeration facilities and centralised distribution for aggregate palletising for distribution
- Establishment of a rail modal interchange at the junction of the Western and Main lines
- The construction of rail spur into hub and direct to businesses or to a readily accessible site. Allowing for ease of loading and unloading
- Upgrading of Evandale Road south from Midland Highway junction to Leighlands Road



Funding Opportunities:

Estimated Costs for Each Stage:

- Stage One – Freight Demand Analysis (FDA).
 - NMC and Committee endorses Stage One – the preparation of the FDA on 1 October 2015
- Stage Two – Launceston Gateway Precinct Master Plan (LGPMP)
- Stage Three – Opportunities – preparation of business plans

Funding Sources –Stage One (FDA):

- Launceston Airport
- Northern Midlands Council
- Northern Tasmania Development
- Regional Development Australia, Tasmania
- State Growth
- TasRail
- Other identified stakeholders to be approached prior to the initiation of Stage Two – the preparation of the LGPMP



What makes a Successful Logistics Hub:

The success of a logistics hub depends on four major factors: location, efficiency, financial sustainability and level of services. For instance; price, punctuality, reliability and transit time

Logistic centres should be located in such a way that they can provide efficient accessibility to the different modes of transportation – road, rail, air and sea



State and National Logistics Hub:

TRANSlink has ready access to Launceston and Hobart and readily available rail connections to Bell Bay and air to Melbourne

The site has potential for 24 hour, seven days per week operation of a multi-modal transport facility

Major investment opportunities will be available to businesses looking to take advantage of TRANSlink's sustainable competitive advantage as one of the most ideal locations in the state for future development of logistics, manufacturing and distribution businesses

The Launceston Gateway Logistics Hub will be one of the most exciting premier intermodal site developments in Australia



World Class Infrastructure Enhanced with Specialised Logistics Capabilities:

Tasmania is home to a diverse range of industries, each with different needs and specialties

Tasmania must position itself to help logistic companies build their capacity and innovate to differentiate themselves and develop greater expertise in high value services to maintain their position in the highly competitive, volatile business world

To this end Tasmania needs to provide national and world class specialised infrastructure at the Launceston Gateway Precinct, including the Launceston Airport, which will facilitate regional distribution to the growth and successes of logistics companies



Steering Committee:

The Launceston Gateway Precinct Steering Committee has been established with the responsibility for the carriage of the project
The membership includes:

- Paul Hodgen – General Manager, Launceston Airport
- Robert Dobrzynski – General Manager, Launceston City Council
- Craig Perkins – Chief Executive Officer, Regional Development Australia, Tasmania
- Kevin Turner – Community and Strategic Development, Regional Development Australia, Tasmania
- Shane Gregory - General Manager, Transport Infrastructure Services, Department of State Growth
- Denise McIntyre - Senior Project Manager, Transport & Infrastructure Services, Department of State Growth
- Damien White – Chief Executive Officer, TasRail
- Steven Dietrich – Chief Financial Officer / Company Secretary, TasRail
- John Perry – Coordinator General
- James McKee – Director of Northern Cities Major Development Initiative
- Paul Weedon – Chief Executive Officer, TasPorts
- Hans Van Pelt – Director Aviation Access and Development, Tourism Tasmania
- Aletta MacDonald - Manager Special Projects, Access and Aviation, Tourism Tasmania
- Greg Preece – General Manager, Meander Valley Council
- Chris Oldfield – Chief Executive Officer, Tasmania Irrigation
- Catherine Murdoch - Manager, Environment, Tasmanian Irrigation
- Ben Marquis – Project Officer, Northern Tasmania Development
- Des Jennings – General Manager, Northern Midlands Council
- Duncan Payton – Planning & Development Manager, Northern Midlands Council



Political Support:

The proposal has been presented to:

- Minister Rene Hidding – State Member
 - Minister for Police and Emergency Services
 - Minister for Infrastructure
- Eric Hutchison MP, Member for Lyons – Federal Member

The project is being promoted as being of Regional/State/Federal significance and as such should be championed by all



Related Projects:

Council is focusing on related projects that will improve the saleability of the current TRANSlink undeveloped sites

Council has undertaken a major Stormwater Management review of the TRANSlink precinct, with the assessment identifying over 3 million dollars of infrastructure improvements required for the area

Works will include:

- Up-sizing of existing retention basins
- Construction of new retention basins
- Construction of new stormwater mains
- Landscaping

Outcomes

The works will allow for three existing land parcels to be developed with the knowledge that stormwater disposal is managed, increasing confidence in the precinct and ability to provide readily available additional land parcels for purchase/development



Related Projects (cont):

The Northern Midlands Council is making an application for funding from the National Stronger Regions Fund program for the stormwater project. Council's commitment is dollar for dollar, approximately \$1.5 million from Council and the same requested from the funding program

This represents Council's commitment towards the TRANSlink precinct realising its potential



The Preparation of the Perth Town Structure Plan:

Perth is a five minute drive from the Launceston Gateway Precinct and is a 15 minute drive from Launceston

The construction of the bypass around Perth will allow:

- Future residential land development
- Opportunity to plan for future recreation and linear corridors that incorporate playgrounds, parks, walkways and bike trails
- Increased commercial services
- Perth to promote its own character and village feel

Outcomes

The flow on effect from this may result in increased employment at TRANSlink, only 5 minutes away, and an attractive town development, with leisure amenities attracting new residents



Questions & Contacts:

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